

one point down due to a penalty imposed on them by the America's Cup Arbitration panel.

"It is tough starting with a point down, but this will only make us stronger," Spithill said.

Meanwhile on land, Team New Zealand spoke about a letter sent to the challengers addressing the Protocol on what yacht must be used during the finals of the Louis Vuitton Cup. Team New Zealand syndicate head and design coordinator Tom Schnackenberg said the intentions of TNZ were to point out the discrepancy in the Protocol and the Challenge of Race so that the challengers were aware that they might not be able to switch yachts mid-regatta.

"It was an issue of note and we just made a neutral declaration about it," he said. "It's fun to pull their tails on the issue. I guess."

Schnackenberg acknowledged that the Team New Zealand boats are different and he said "we would rather keep it secret until Jan. 7." He did note that he realized other challengers had probably tried to implement the design, and he said it did not surprise him. Schnackenberg added that any of the teams could develop an appendage similar to theirs, but what would set them back would be the time needed to test such a thing. However, "they will have their work cut out for them and will need time. However, as we know all the time problems can be solved with money."

"We know we will have a real battle on our hands," added Schnackenberg. "And we have a good chance of defending successfully."

Team Alinghi skipper and executive director Russell Coutts acknowledged today "the idea of an appendage was muted during the last cup in different form so it's not a new concept. It's something that we discussed with the design team as far back as September 2000."

Schnackenberg acknowledged that other syndicates have caught on to their unique design, which is fast being referred to the Kiwi clip-on. The clip on is a completely separate piece of hull that counts as an appendage under the America's Cup class rule. This radical second skin effectively lengthens the hull, so the boat sails faster.

12/17/2002

# "Up Where the Air is Clear"

Let's go fly a kite  
Up to the highest height.  
Let's go fly a kite

And send it soaring

Up through the atmosphere

Up where the air is clear

Oh, let's go fly a kite!

--song from "Mary Poppins"

Yesterday it was Team New Zealand's "false hull." Today it is Oracle's "kite." Things are finally getting interesting in Auckland.

For many months Sailing Anarchy has been hearing rumors that an AC team or two may have been working intensively to develop a kite-sail to fly in lieu of the conventional gennaker or spinnaker.

No, the photo as right is not a trick photo. Today on the Hauraki Gulf in 6 to 8 knots of breeze, Oracle launched and flew this kite for all the Cup world to see. It flew for nearly 30 minutes as Prada and OneWorld, and the media and TV boats assembled for that match, bobbed around under postponement not too far away.

Our sources tell us that such a kite-sail, if it has been perfected, could be a huge advantage because:

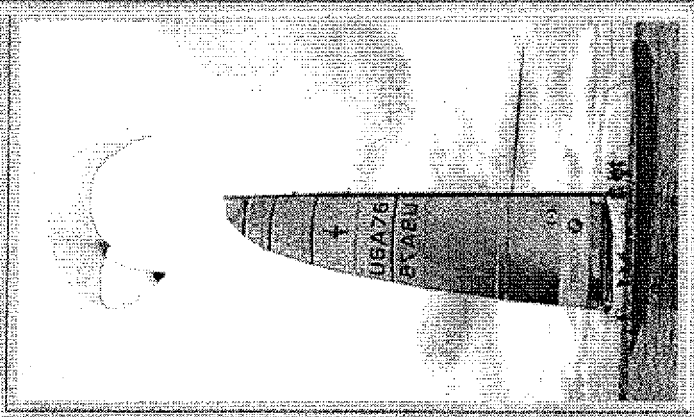
a kite is aerodynamically more efficient than a standard spinnaker -- it doesn't just pull like a spinnaker, but "sails" back and forth at the end of its tether(s) thereby increasing the apparent wind it "sees."

a kite is deployed aloft where there is more wind than the surface winds in which normal sails operate, and

for the purposes of the racing rules, i.e. "overlaps" and the "definition of finishing," the kite's "normal position" can be several hundred metres out front of the yacht. In theory, a yacht flying a kite could cross the finish line well before a yacht four or more boat lengths ahead but flying a conventional spinnaker. We hear it is legal under AC Class rules.

The only drawback seems to be launching and retrieving it, but Oracle would appear to have somehow solved those problems. The other problem is keeping it flying once launched. It reminds us of the old saw about senior-citizen kite-fliers: "I can get it up, but can I keep it up?"

Why would Oracle make such an obvious spectacle of their new kite if it is a secret weapon? Our sources tell us the development time is so long-lead that any team that does not have it perfected by now will not have a chance in the time remaining. Perhaps Oracle figured they had better give it a final real-time shakedown on the Gulf for possible deployment in the upcoming sudden-death Semifinal Repechage. Or is this kite-thing really just a "red herring" to send their remaining





opponents off on a wild goose chase?

Speaking of a goose chase, Sailing Anarchy has learned that "The Goose" is the code name Oracle has given the mysterious white pod swinging off the antenna frame on the back of their race boat, USA-76. We are working on The Goose story, but Oracle is among the least leaky syndicates on Halsey Street so it has been slow going. Alinghi, on the other hand, like their neighbor OneWorld, is starting to leak like a sieve. So much information is now coming out of Alinghi via Team New Zealand sources that it is widely speculated that a former Team New Zealand member now with Alinghi has "gone bad" and is passing Alinghi info to his Kiwi mates next door at TNZ.

Stay tuned; the "false hull," the kite and "The Goose" seem to be only the beginning of the techno tango emerging downunder.

12/17/2002

## Beating a Dead Horse

We know - the OWC/Sean Reeves/Cheating/Penalty saga is behind us, (or is it?), and of course it was we who showed you at least part of the smoking gun with the incriminating e-mail. We came across a couple more so here they are for your amusement - the Ed.

12/14/2002

Court AC

## OneWorld Minus OnePoint

Apparently it doesn't pay to cheat, but it does pay to whine. The complaint brought forth against OneWorld by TDC and Prada has resulted in The America's Cup Arbitration Panel (ACAP) deducting OW one point in each remaining series it sails in the LVC and America's Cup. They also have to pay \$65,000 in penalty, the alleged cost to the Panel for this particular dirty dance.

The decision reads in part, "OneWorld Challenge has been in breach of the Protocol in that a designer employed by OneWorld Challenge had in his possession a computer file, a ZIP disk and a computer that contained design information



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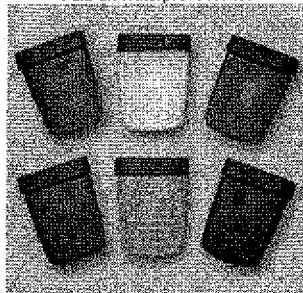
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### So Much Information so little time!

The America's Cup is alive and kicking after a day of vitriolic press conferences, denials, claims and counter-claims, oh yes and a race that meant nothing - a truly vintage Cup day! First start of the day and it was a hung-over Russell Coutts facing the world's media at 8a.m. expecting to answer questions relating to their outstanding 4-0 win over the Oracle BMW team. Instead 'appendage-gate' was the hot topic of conversation following an expose in the Daily Telegraph and the New Zealand Herald as to what Team New Zealand has beneath their skirts.

As reported here on Wednesday, it is strongly rumoured that Team New Zealand have applied ultra-logic and thought out of the box in affixing an outer-skin to their boats to lengthen the overall waterline length whilst not being a measured feature of the hull. Under the rules, the boats are allowed two appendages and there is no limit on the size that these appendages have to be. Therefore in theory an outer skin could be the length of the hull and could be effective in increasing the laminar flow over the hull to trick the boat into thinking that it's longer.

Coutts was cool under fire as he responded to questions about whether the Alinghi team had followed down the same design path and confirmed that he had. "When you look at our appendage it looks like the hull" and that the development was "something that we're well aware of." This could well be the most significant development in the America's Cup since the winged keel in 1983 but I'll hazard an educated guess that it could also be the biggest smokescreen of the Cup. Everything will be answered on the unveiling day on February 11th but until then, speculation is the currency.

Next scandal of the day and again Team New Zealand were the ones causing it. Before going any further I should say one thing first: There are three documents that govern the America's Cup, the Deed of Gift, the Protocol and the Notice of Race. The Protocol takes precedence over the Notice of Race if any conflict should arise. Team New Zealand submitted a letter to all the challenging syndicates who signed the Notice of Race that under rule 10.1(g) that they signed it 'permits yacht substitution between the semi-finals repechage and the public unveiling ceremony prior to the finals.' However in the Protocol that every syndicate has to abide by, it states "the finals of the challenge selection series will be between the two top yachts in the semi-finals."

Basically what Team New Zealand are trying to say is that the challengers are not allowed to change their boat for the finals so for Alinghi and Oracle who have yet to bring their second, and rumoured to be faster, boats out they would be stuck with the boats that they have already used (i.e. SUI-64 & USA-76). However Team New Zealand's rules advisor Russell Jones went on to further quote the Protocol by saying "It is the 'yacht' that wins the semi-finals and progresses to the challenger finals that can win the right to sail for the Cup." This wordy, to the letter of the law, interpretation has thrown a spanner in the works of the challengers who were under the impression that the competition was between yacht clubs and not boat-specific.

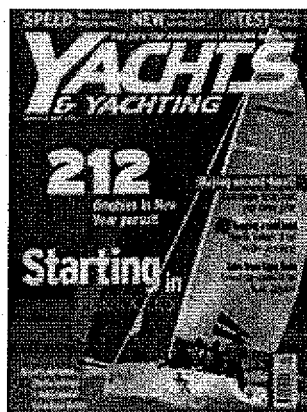
At a late press conference held at the Team New Zealand base, Tom Schnackenburg expressed surprise that the letter had come to the attention of the media but admitted that the whole saga was "pulling the tail of the challengers." Schnacks added that he didn't feel it necessary for the arbitration panel to get involved but that the challengers should sit down and sort the problem out. That's more than likely an understatement by the wily Schnackenburg and could well blow up into an ugly mess. Already race director Dyer Jones has expressed doubt as to the solidity of TNZ's argument and has given a 'good faith' interpretation, but as the stakes get higher it's seems obvious that TNZ are just not going to simply let the Cup walk out of Auckland without a fight.

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On the subject of the underwater appendages, Schnackenburg would not confirm nor deny that Team New Zealand had such a device but it's a very open secret around the world that the Black Magic team have been developing these. However an interesting saga suddenly erupted as the obvious question arose as to who had developed them first and therefore who was copying who? Russell Coutts fanned the flames by saying it was something he had first heard about in 1995 and that he had looked at them in the last Cup. Crucially though it all comes down to who was the team that asked the measurers back in October for a 'confidential interpretation' regarding these appendages. Coutts denied that it was Alinghi, then Schnackenburg denied it was TNZ so the spotlight falls on Oracle. Have Oracle been sandbagging and stole a march on everyone? That's the big question.

Next up and it was another 'on the water' breakthrough that Oracle BMW brought out of the bag. Whilst the scheduled racing between OneWorld and Prada was delayed for five and a half hours, the on the water media were decidedly bored by the days' proceedings. (Apart from a pod of 35 feeding dolphins!). Then far on the horizon came a sight that had several of us literally whooping with excitement as in the distance we could see Oracle flying a double kite arrangement on a reach. Jumping in a speedy chase boat I was lucky enough to be aboard one of the first boats on the scene and the sight was radical to say the least. What Oracle had could be a very significant development if they can get it right.

Flying two rectangular shaped kites from five attachment points on each sail, the development looks like a real effort to keep going and the crew were certainly earning their money in trying to get both to work. The theory is that the kites give lift as they fly a good 20 feet off the masthead and the trick looked to be in getting them high enough in the air and above the mast for them to be effective. The pitman was constantly adjusting the halyard to alter the height before releasing to give drive. Difficult to explain but yet another significant development in the ACC class. You heard it, once again, here first.

Right now to the sailing and after an interminable wait for the breeze to settle in, the most meaningless race in the history of the Cup, finally got underway bang on the expiry-limit of 4 o'clock. With the score at 3-1 to OneWorld and with no time to complete two races, the semi-finals was won by OneWorld as the schedule dictated that this series must be completed by the end of today. Another utterly ridiculous America's Cup rule but it was the rule maker and challenger of record, Prada that were on the receiving end.

However with Italian fighting spirit, the team were competing for pride and in a bizarre race with huge windshifts, holes and wind-shears, they won with the biggest delta in the Louis Vuitton Cup. As 9 knots of breeze wafted in from the north-west the race got underway with Rod Davis replaced as starting helmsman by Gavin Brady but faring no better in the pre-start against Peter Gilmour and James Spithill. After the customary circling around the committee boat, OneWorld led back deep into the box suckering Prada into accepting a leeward hook on the final approach to the line. OneWorld sat on their face and drove Prada below the port layline to the pin-end to start perfectly whilst Gavin Brady was forced to tack on to port in order to cross the line.

It was all looking good for OneWorld but in failing to cover they allowed Prada out to the right side of the course where they picked up a killer right shift that dialed them up to mark one. With a 31 second lead, Prada were looking good but the wind had other ideas. Three-quarters of the way down the second leg, the run turned into a reach before turning into a fetch and OneWorld took a windward position to draw level with Prada. The Italians held the inside overlap in the final approach to the mark and carve gybed around with an 8 second lead.

Beat number two and it was code zeros launched as the wind shifted again to the right, before shutting off completely. In a carbon copy, Prada went right and hooked into a very private wind-band that just wouldn't come down to OneWorld and they romped away whilst Spithill and Co were literally dead in the water and at one stage going backwards! After an eternity, OneWorld got going again but the final windward mark, Prada was up by 14 minutes and 14 seconds. That's not a typing error!

But there was still more to come. Prada crossed the finish line with a mixture of elation and deflation but the finishing delta to crown all finishing deltas was nearly 20 minutes away. The crew of OneWorld, embarrassed to the hilt lay in the bottom of the boat to give the appearance that no one was on board as they crossed 17 minutes and 46 seconds astern! Small consolation for Patrizio Bertelli's team, the 'darling's of Auckland', though who are now out of the Cup and it could well be the last time we see the firebrand syndicate head, fronting a challenge for the America's Cup. One thing we know for absolute certain now is that there will be a new name on the Louis Vuitton Cup come January and with all the design elements and breakthroughs happening elsewhere there could well be a new name on the America's Cup come February. Arrivederci Prada!

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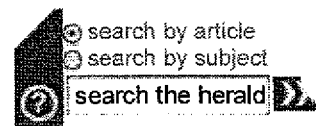
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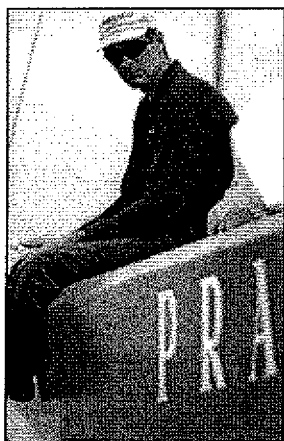
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Prada skipper Francesco de Angelis looks on before their race against OneWorld today.  
Picture / Fotopress

## Prada win, but bow out in semifinals

17.12.2002

7.20pm

By JULIE ASH

It was a race that will go down as one of the most bizarre in the history of the challenger series, but for Prada it signalled the end of their America's Cup dream.

Trailing OneWorld 3-1 in the best-of-seven semifinal, Prada were robbed of their chance to equal the score today because light winds delayed racing for 5 1/2 hours, making it impossible to go ahead with two races as scheduled.

When racing finally did get under way, just after 4pm, the light and shifty conditions were the worst seen on the Hauraki Gulf this year.

In a desperate move, Prada ditched Rod Davis as their starting helmsman and handed the wheel to New Zealander Gavin Brady, who had not sailed with Prada in the entire Louis Vuitton Cup regatta.

"It was a strategic change to throw something new at them," Prada skipper Francesco de Angelis said.

The move did not pay off. Prada botched the start and OneWorld powered over the line 16s ahead.

But Prada secured what little breeze there was up the first beat and rounded the first mark 31s ahead.

Their lead was reduced to 8s at the second mark, but then OneWorld found themselves in a hole and stopped dead.

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Prada rounded the third mark a staggering 14m 14s ahead of their rival and won the race by 17m 46s.

Herald on Sunday

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HERALD on SUNDAY

The OneWorld crew ducked down in their boat so that when they crossed the line it appeared no one was on board.

"We were having a bit of fun," helmsman James Spithill said. "It was just one of those races. We got off the line well, but things just didn't go our way."

Prada's win took the score to 3-2 but the semifinals had been scheduled to end yesterday and unless the event was tied and a sail-off was required, the scoreline stood.

OneWorld now face Oracle BMW Racing in the semifinal repechage, a best-of-seven series starting on Friday.

\* Oracle caught the attention of many while out training on the Hauraki Gulf today.

The American syndicate had some sort of small kite attached to one of their boats.

Whether they were taking the mickey or really trying out some new development is anyone's guess.

The syndicate would not comment on the kite, saying: "We do not talk about developments related to our design programme."

Prada's Cup hopes die with the breeze

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## America's Cup technology race heats up

Posted: Wednesday December 18, 2002 6:01 AM

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AUCKLAND, New Zealand (AP) -- The three remaining syndicates in the America's Cup challenger series are researching or testing breakthrough technology developed by defenders Team New Zealand.

Swiss challenger Alinghi has admitted testing and finding potential in the innovative design -- a partial false hull -- that the New Zealanders pioneered and hoped to keep secret until their yacht's January unveiling.

The Oracle team of software billionaire Larry Ellison, meanwhile, issued a statement Tuesday saying reports it had the same technology were "speculative and inaccurate."

Oracle's rivals claim the San Francisco-based team has tried New Zealand's "clip-on" appendage with less success than the Kiwis and Alinghi.

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Seattle's OneWorld Challenge said Wednesday it had researched the false hull, hailed in some circles as the largest Cup design breakthrough since Australia II's winged keel, but were "not convinced of its effectiveness."

Team New Zealand did not suggest challengers had copied its design, which it had attempted to shield from rivals, but said it hoped teams had developed the technology legitimately.

"I'd like to think (they found out) just by legitimate means, by looking at us from outside 200 meters when we're sailing and using logic," said New Zealand syndicate head Tom Schnackenberg.

"We would've hoped that nobody would figure out our boats until after the Cup. The reality is that people may well have learned or deduced what we were doing a lot earlier. That's inevitable."

Team New Zealand has reportedly threatened Alinghi with formal action for breaches of America's Cup surveillance regulations. While rival teams regularly follow each other's yachts, they are not allowed to approach within 200 meters during sailing.



Team New Zealand angered challengers this week when it wrote to their management organization questioning the wording of rules which allow challenge teams to change yachts between rounds.

The New Zealand letter suggested the rule does not allow challengers to change yachts between the semifinals and the final beginning Jan. 11.

Alinghi and Oracle both have yachts they haven't used in the challenger series and which they may be developing for use in the final or Cup match.

Schnackenberg said Team New Zealand was alerting the challengers to a rules anomaly.

"It's fun to pull their tails a little bit on this issue," he said. "Really the main thing is to resolve it and get it sorted out."

Alinghi skipper Russell Coutts said the false hull-section his team had developed, by means of a rules loophole, could be fitted to either of its Cup yachts.

He suggested Team New Zealand had evoked the rule on yacht substitution in an attempt to prevent Alinghi and others using their design breakthrough.

"I'm intrigued that somebody else wants to choose what boat we race," Coutts said. "It seems strange somebody would try to prevent us using a boat at this stage with off-the-water antics, but we'll get on with it."

Later Wednesday, Oracle unveiled a radical new kite sail in front of bemused onlookers. Oracle flew the sail brazenly, in view of rivals and hundreds of spectators, while training in six to eight knot winds on Auckland's Hauraki Gulf.

It was not clear whether the syndicate's lack of secrecy meant it is not seriously considering using the sail in Cup racing, or that it believes its rivals would not have time to duplicate the development.

It has been speculated a kite sail could fly on a tether several hundred meters in front of a yacht and that the yacht would be deemed to have finished a race when the sail passes the finish line. Rules opinions were being sought on that question.

The sail is thought to be permitted under America's Cup Class rules but it is not clear whether Oracle has presented it to the Cup's measurement committee for approval.

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## Oracle flies kite in America's Cup test

STEVE McMORRAN, Associated Press Writer. Associated Press. New York: Dec 19, 2002. pg. 1

### Abstract (Document Summary)

The Oracle syndicate of software magnate Larry Ellison refused to say if kites would become the latest technological breakthrough in Cup competition. Oracle drew attention to itself on busy Hauraki Gulf when it hung out a radical sail that flew from a tether above its masthead.

Oracle cruised for about 30 minutes, moved by the steady tug of the soaring sail. [Benjamin Franklin] flew a kite with a key attached to it in 1752 to prove his theory of electricity in the atmosphere, and it attracted lightning.

"We've had a lot of innovative ideas throughout our project, and this is certainly one on the edge of innovation," [Ian Burns] said. "Anyone who has ever flown a kite of that type knows that there are some significant advantages in having something of that nature, so there's distinct possibilities that it could pay off. Certainly, the results to date have been interesting."

### Full Text (452 words)

Copyright Associated Press Dec 19, 2002

AUCKLAND, New Zealand (AP) \_ The San Francisco-based America's Cup team made like Benjamin Franklin and flew a kite in a storm Thursday.

But the Oracle syndicate of software magnate Larry Ellison refused to say if kites would become the latest technological breakthrough in Cup competition. Oracle drew attention to itself on busy Hauraki Gulf when it hung out a radical sail that flew from a tether above its masthead.

Oracle cruised for about 30 minutes, moved by the steady tug of the soaring sail. Franklin flew a kite with a key attached to it in 1752 to prove his theory of electricity in the atmosphere, and it attracted lightning.

This time, however, there were no strikes, but upper-level winds moved the yacht along nicely.

Navigator Ian Burns was coy at a news conference on the eve of his team's showdown with Seattle's OneWorld Challenge. The winner of the best-of-seven series will oppose Alinghi of Switzerland in the challenger final starting Jan. 11.

"We've had a lot of innovative ideas throughout our project, and this is certainly one on the edge of innovation," Burns said. "Anyone who has ever flown a kite of that type knows that there are some significant advantages in having something of that nature, so there's distinct possibilities that it could pay off. Certainly, the results to date have been interesting."

Burns said the kite sail could best be described as "an ongoing research

project."

He refused to say whether Oracle had taken the significant step of having the design recognized and approved by Cup rules officials.

"We've looked at a few options, and we've talked to a few people about it," he said. "I think there's room for more controversy before this becomes one."

Burns said the value of a kite sail, if it could be used successfully, was obvious, particularly in the fickle winds of the gulf.

"The higher you go the stronger the wind is," he said. "Certain days on the Hauraki Gulf we've had almost no wind on the water. But at 300 or 400 feet there's been 20 or 30 knots, and so there's obviously a benefit to flying a spinnaker at a higher elevation than your masthead."

People might dismiss the development, Burns said, but they should remember important innovations are common in America's Cup sailing.

"A lot of people probably looked at the winged keel and thought that was a fairly interesting looking sort of thing when they saw it," he said. "There are a lot of wings out there still."

An innovative winged keel helped Australia II end 132 years of total domination of the competition by the United States when that yacht won the Cup against Liberty in 1983.

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